

KERNIGHAN, THOMAS.

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Manitoba

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By Thomas Kernighan

Chief of Municipality

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Dufferin and Carman Manitoba

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Vancouver, B C.

1923



CARMAN AND DUFFERIN

Being Recollections of an Eye-witness.

Believing that a record of old times in the history of Carman and vicinity would be of interest to both old-timers and to the younger generation, and that some of the events in that history run a chance of being forgotten by the remaining older inhabitants, and of being entirely unknown by the later generation, I have decided to make a record of my memories of the country and its people from the time of the earliest settlement. While my idea at first, was to write only of the town of Carman, I found that it would be necessary to go back further than the time when Carman came into existence and to take into my story the history of the surrounding country and the doings of the earlier settlers on the fertile plains which surround the site of the present prosperous town of Carman.

I should explain that I came to the Boyne in April 1878, and as considerable progress in settlement had taken place before that date, anything which is here stated relating to events before that date, is due to information received from those who had at that time, made their homes on the banks of the Boyne.

The part of the Province in which we are interested was surveyed and set apart for homesteading between 1870 and 1872. The surveying being under

the supervision of O. B. Davidson, D.L.S., of Halifax. After this work was completed, Mr. Davidson made his home, for a time, among the farmers on the Boyne, and afterwards was engaged on the survey of the route of the Hudson's Bay Railway.

The territory, which at first appeared to be one community, extended from the international boundary to Township Seven and from Range Three to Range Eight West. This area was composed in general, of a fertile plain, with an elevated bench on the west side, being the commencement of the Pembina Mountains. Several streams took their source in this range of hills, and flowed in an easterly direction across the Prairie. The principal ones were the Boyne, Tobacco Creek and Dead Horse Creek. Along the banks of the streams were groves of oak, elm, basswood, poplar and willows. The Boyne woods were by far the greatest in extent, being in some places over a mile in width. There were also fine groves of oak along the foot of the Pembina Mountains. North of the Boyne River, in Townships Seven and Eight in Ranges Five and Six, was a fine growth of poplar, which was made use of extensively by the early settlers for building, fencing and fuel purposes. This part of the country has now been practically denuded of its timber and is the home of prosperous farmers, but is still known as the "Poplars." Leaving the Boyne woods at Section Twenty seven, Township Six, Ranger Four, a strip of oak timber ran in a south-easterly direction to Section Twelve in the same township. And out on the prairie in Township Six, Range Three, were two islands of timber, known as the "Big and Little Bluffs."

Settlement in this district commenced in the early seventies. I think the first settlers, certainly the

first on the Boyne, were Samuel Kennedy and Rver Olson, who homesteaded on Section Twenty Nine in Township Six, Range Four. This must have been before the transfer from the Hudson's Bay Co. was completed, as section twenty-nine should have been part of their reserve, and Section Thirty-two was given them in lieu thereof.

Other early pioneers along the Boyne were Charles and Frank Stewart, John and James Graham, Andrew Hall, Peter, Donald and James Campbell, John V. Graham, Alex. and Henry McCullough, George Sexsmith, William Livingstone, William Kennedy, Joseph Johnston, Robert Took, Frank and Henry Morgan, Thomas Booth and William Cowan and Wm. McKee. Other settlers took homesteads along the foot of the Pembina Mountains. Among those were the Stevenson, Kennedy, Ticknor and Thompson families. It will be seen that the scattered groves of timber were an attraction to those men, and all the original settlers made their homes in the shelter of the woods.

It is to be regretted that the Government did not reserve more of the timbered lands, and retain control of the management. If this had been done, settlers on the bare prairie could have obtained timber for building and fuel at a fair price, instead of having to buy from the men in the woods, at an exorbitant price, or else having to do as many did, steal what they wanted from non resident landers.

The first buildings erected were always log structures, roofed with thatch and were very warm and comfortable if properly built. The chief drawback was the danger of fire in the houses, as they were generally provided with a fireplace built of mud and hay, which were a source of disaster in some in-

stances. An instance of this occurred near the site of the present village of Miami, when the shanty occupied by the Stevenson family took fire during the night, and I think two of the inmates lost their lives, and others were severely burned. Their nearest neighbours were on the Boyne fourteen miles away, and some of the survivors had to make the journey in the depth of a Manitoba winter to procure assistance. Surely a striking example of the hardships encountered by those pioneers who found the country a wilderness and left it a garden.

At that time Winnipeg was only a small town, with no communication with the outside world except by Red River carts to St. Paul, and there was very little demand for the produce of the farms, and in fact there was not much to sell, as the settlers generally, had only small areas under cultivation and did not grow much more than was needed for home consumption. As new settlers came in there was a demand for seed grain and meats to carry them over until a crop was harvested, and this created a small home market for those who were on the ground first.

Can any of the present residents of those towns imagine starting from Carman and Miami in the dead of winter, with a load of wheat or pork, drawn by a yoke of oxen, and passing the greater part of three days in getting their load to Winnipeg. This could only be done in winter as the swamps between the Boyne and Headingly were impassable in summer.

After disposing of their produce at a very unsatisfactory price, household necessities were purchased, and the dreary journey home had to be faced. Contrast this with conditions which obtain at the present time. Farmers now have railroads and elevators at their doors, and often exhibit extreme impa-

tience if cars are not immediately on hand when they thresh their wheat. But very few indeed, of those old-time heroes ever thought of giving up the fight, but manfully faced their difficulties, and their reward came in the form of the fine farms and good buildings that are now seen on every hand

One thing which made life in those parts more attractive than was the experience of the early settlers in Eastern Canada and the United States, was that, except for the extreme rigor of the winters, which left its mark on several maimed and disfigured individuals, and on several occasions was the cause of death from exposure, there were no very great dangers to be met and overcome. No trouble was ever experienced from hostile Indians, and very few dangerous wild animals were to be seen, elk, moose and bear were the only larger wild animals which frequented those parts, and they were generally confined to the wooded areas on the Pembina Mountains. But one lady, Mrs. W. G. Livingston, was the heroine of an adventure in which she managed to kill a large black bear on the site of the present town of Carman. But small game and wild fowl were abundant, and wild duck, geese and prairie chicken afforded a pleasant change to the almost universal diet of fried pork on the farmer's table.

A danger which resulted in several deaths about this time arose from the lack of bridges across the creeks and ravines which intersected the prairies in all directions. As there was no form of municipal government in the country and as the Provincial authorities were only just getting settled down to business and had but a very limited revenue to work on, it was to be expected that roads and bridges in the outlying districts would be neglected. I remember at least three cases in our neighborhood where men

lost their lives in attempting to cross those streams. A young man named Josiah Ross was drowned in the Boyne in May, 1879, through the upsetting of a canoe in which he and another man were crossing with a plow and harrow in the boat. George Dale, a resident of the country called The Poplars, was drowned in a ravine near Starbuck when his wagon, in which he was crossing, sank to the bottom. And a man named Bamwart was drowned in Tobacco Creek while attempting to recover a duck which he had shot.

The chief difficulty experienced in securing provisions was the great distance from any business centre. Wheat had to be taken to Winnipeg or to La Salle to be ground and groceries were not procurable at a lesser distance. In 1877 a village was started at Nelsonville, and store, flour mills, saw mills and shops were then within reasonable reach of the people in whom we are interested. I rember one occasion in the fall of 1878, that the flour in the Boyne settlement was all exhausted and we were reduced to a diet of pork and potatoes. As at that time I was without any household cares, I was selected to go to Morris for a supply of flour. With a pony and Red River cart I made the thirty mile trip to Morris, only to find that there was no flour to be had there. Borrowing a saddle, I left the cart and rode to Winnipeg. There I secured a few sacks of flour which was taken to Morris by steamboat. I and my pony met it there and soon the wives on the Boyne were busy with bannock and bread-making. But in 1879 W. H. Clandenning arrived from Ontario with machinery for grist and saw mills and soon we were no more under the necessity of making such long trips to procure the makings of the staff of life.

But times and conditions change, even on the Prairie, and the time was near at hand when we on

the Boyne were to have a town of our own, and as time has shown, we were soon to see the nucleus of the best and most progressive town on the Prairie.

The fall of 1878 saw the first movement taken to found a village site on the Boyne. In the spring of that year, James White had started a blacksmith shop a half mile east of the present townsite. He soon moved to the village-site and built a house and shop on the river bank on what is now Villard Avenue.

The same year Messrs. H. Inman and Geo. E. Laidlaw started in the grocery business and J. W. Dunn commenced the business of harness making. This store and harness shop were situated about where the Bank of Hamilton now stands.

In 1879 general stores were started by Messrs. Gratton and Decosse and by Messrs. Roblin and De Mill. The former was situated where T. B. Meikle's residence now is and the latter on the site of the present Higgins store on Villard Avenue.

But the year 1882 saw quite a building boom in Carman. Thomas Green erected an Hotel, W. G. Livingston started a livery barn, Messrs. Meikle and Dixon a hardware store and several smaller places of business were got under way. Later in that year, or early in 1883 Messrs. Simpson and Price started a store on the south end, in which they carried a very diversified stock. Groceries, sporting goods and liquor were all handled by those gentlemen. When Gratton and Decosse built a new store across the street their old building was occupied for a short time by Hercules Houde as a liquor store. D. L. Clink started a saw mill in the woods, somewhere near where Jas. Routledge now lives, but he

only operated it a short time and then sold it to three young men of the village, Jas. White, James McKenzie and Robert Pirt.

About this time the question arose as to what name would be given to the infant town. Two names were proposed, viz., Carman City and Hazeldeen. A vote of the residents was taken, and the admirers of Bishop Carman, of the Episcopal Methodist Church, carried the day, and "Carman City" was shown to be the choice of the majority. The "City" part was soon dropped, and Carman started on its way with the name it has borne ever since.

To go back a little, it is interesting to know that the first inhabitant of what is now the townsite of Carman was W. G. Livingston, who homesteaded on S. W. quarter of Section Thirty, Township Six, Range Four, in 1876. His house was in what is now known as Clark's Grove. W. A. Farmer set up a prior claim to the land, and after lengthy litigation Livingston was dispossessed, and soon after moved away. Farmer never lived on the land, but his claim was upheld by the courts. Livingston was a good citizen and a clever business man, and his removal was a distinct loss to the community.

Of course Carman had not yet attained the status of a village, and, in fact, until 1879 there was no municipal organization in that part of the province. But in 1879 Southern Manitoba secured municipal organization, and the municipality of North Dufferin was formed out of part of the territory in which we have been interested. This municipality was composed of townships four, five and six, in Ranges three to eight inclusive, and therefore the villages of Carman and Nelsonville were included within its boundaries.

The first election was held in April, 1879. The candidates for Reeve, or Warden as it was then called, were Henry McKay of Nelsonville, Wm. Currie of Pomeroy and W. G. Livingston. McKay was elected by a good majority. The councillors elected were David Taylor, William Loree, Angus Lapointe, William Thompson, William Compton and Henry Mussell. Chris. Collins was appointed clerk and J. R. Bonny treasurer, and the Council meetings were generally held in Nelsonville. The Reeve and all the Councilors, except Mr. Taylor, lived in the southern portion of the municipality, and the Boyne Settlement was rather neglected in the distribution of favors. But we will see that later on the balance of power was more evenly distributed between the two parts of the Settlement. Nelsonville at that time was much the more important centre, and the prairie around it was now quickly settled, as the proximity to a good village was quite an attraction to settlers.

Nelsonville afterwards secured separate incorporation, but when the Railway started a station and townsite at Morden, nine miles south(the city of Nelson loaded itself on wheels and moved to the railway, and at present I believe there is not one building on the old site.

One cause of the slower filling up of the country along the Boyne was the almost impassable swamps which lay between it and both Winnipeg and Morris, while those who settled in the southern part had no such difficulties to overcome, as they generally came in by Emerson and had fairly good trails to travel on. I remember being told by the late Alex. McMicken, formerly Mayor and Police Magistrate of Winnipeg, that when he arrived in Manitoba he visited the Boyne in search of a homestead. After sizing up the situation, he decided that there would never be

enough inhabitants in the district to justify the starting of a school, so he turned his back on the place and sought a location elsewhere. He said the only thing that he then remembered of the trip was that a prominent resident on the Boyne had stolen his whiskey keg. Mr. McMicken was a good magistrate, but he evidently was not endowed with the gift of being able to see very far into the future. No doubt others were deterred from coming to our country by the swamps, but perhaps we were better off without them, while those who braved the terrors of the journey proved to be exactly the kind of men and women who could make the wilderness bloom like the rose.

The social life of those early pioneers was not as dull and lonesome as might be imagined. All were in the same class. There were no social distinctions breaking the community into cliques and factions, as every man and woman felt that they were as good but no better than their neighbors. All were willing to help a new-comer to the extent of their ability, and if nothing else could be afforded there was an abundance of good advice lavished on the fortunate recipient. Of course, in the stress of work made necessary in getting started in a new home, there would be very little time for amusements. But still this part of life was not altogether neglected. We had no movies, no autos, nor any of the other modern dissipations; but in the winter we often enjoyed a good dance at a neighbor's house—and remember, when I say a “good dance” I mean “good.” Not the foolish trots and glides of today, but good lively reels, cotillions and jigs “put life and mettle in their heels,” as Burns expressed it.

I call to mind one occasion where a couple of young folks (heavy weights, by the way) were show-

ing their graces in a schottische, when they unfortunately came across the cellar trap door, and their dance wound up in the potato bin below. Another very pleasant way in which an evening was sometimes spent was at a social in aid of one of the churches. On those occasions there would generally be a cake to be voted on, the opposite parties naming their favorite young lady, and manfully backing her chances at ten cents a throw. The winner had the honor of cutting the cake. Take it all in all, the time passed very pleasantly, and no one seemed to feel that he or she was marooned in the desert.

One of the most serious drawbacks encountered in those early days was the lack of means of educating the young people. The small number of householders would not justify the expense of a school and teacher, and some, no doubt, would have been compelled to go through life without the advantages of schooling but for the enterprise of one man. Rev. H. J. Borthwick, a Presbyterian minister, who resided in the south part of the district, undertook to fill the want of a regular teacher. Leaving his home near the United States boundary, he would travel along the foot of the Pembina Mountain and along the Boyne, teaching a few days in farm houses, where he could get accommodation. The houses on the Boyne where he held his classes were at James Campbell's, Samuel Kennedy's and Robert Took's. Some of the prominent farmers on the Boyne at the present day owe their education to the efforts of Mr. Borthwick. Contrast this state of affairs with present conditions. Where Mr. Borthwick travelled from house to house with his pony and buckboard, teaching a few boys and girls here and there, is now a prosperous and advanced territory, traversed by a number of railway lines, and well supplied with public and high schools, and all other accessories of an up-to-date country.

In 1878 and '79 there appears to have been a rather steady influx of new settlers into the Boyne Settlement. A number of farmers from Ontario with quite large families took up land and fixed their homes in this district. Among those might be named the following, viz.: Richard McKnight, James Jones, Geo. Anderson, Samuel Montgomery, Henry Ardington, Andrew Ostrander and others. Quite a number of young men also homesteaded here about that time, and commenced farming in bachelor style. Among those were Chris Hill, Geo. Brown, T. Kernighan, Joseph McGill, Wm. McGill, J. P. Parsons, S. S. Miller, John Morrison, James Morrison, Geo. Morrison and Stanley Carr. Some of those are still respected citizens of Carman and Dufferin, while others are represented by their children and grand-children. One man who came to the Boyne in 1878 deserves special mention, and whose memory is still held in loving remembrance by all old-timers; I allude to Rev. W. R. Ross. He was the friend and minister to all, of whatever denomination. He married the young couples, baptized the children, comforted the sick and buried the dead, and had a kind word for every one with whom he came in contact.

I can still remember every head of a family who was residing in the Boyne Settlement when I arrived there on May 1, 1878. I think the furthest west was Frank Stewart, who then lived on the farm now owned by Peter McIntyre. Then coming east, down the river, were John and James Graham, Andrew Hall, Peter, Donald, James, Archie and Angus Campbell, John V. Graham, Alex., Henry and John McCullough, George Sexsmith, William, Samuel and George Kennedy, Joseph Johnston, George Anderson, Robert Took, William McKee, Thomas Booth, James Parres, Andrew Matthieson, Henry and Frank Morgans and David Taylor. Of the adult men and women who at

that time were living there, the following are all who now reside in the locality, viz.: Peter Campbell, Mrs. Alex. McCullough, Mrs. Geo. Sexsmith, Frank Morgan and Andrew Matthieson. A few of the others are living in other parts of the west. Mrs. Alex. McCullough can lay claim to having lived on the Boyne the longest of any person, and her many friends all wish that she may long continue to hold that honor.

Of course, there are other residents of Carman and Dufferin who were boys and girls at that time, but I am sure that the ladies at least, would not wish that I should chronicle the fact that they were growing girls forty-five years ago. So under those conditions I decided not to name any of the youngsters of old times.

The town of Carman has been visited in times past by severe floods caused by overflow of the Boyne River. The first of these was in 1880, but as the village was then very small, little harm was done. In fact, William Kennedy, who had a contract from the government to build a bridge across the river, said that the flood was a blessing in disguise, as he was enabled by the high water to float his timbers into place, without any hard labor. The second flood was in 1894 which was a slightly more serious affair, but the worse one was in 1902 which did great damage to streets and sidewalks. There is no danger of a recurrence of those floods since the government opened a large drain from the mouth of the river, and so provided a ready outlet for the surplus waters.

But now we had arrived at the stage when we were no longer to be isolated from civilization. The prairie had been so well settled, and the produce of the farms was so great, that it became almost an

impossible to team the surplus grain and other produce to Winnipeg. During the winter there was a continuous procession of loaded teams travelling to and from Winnipeg, and as it took at least five days to make the round trip, the expenses on the road made a serious break in the price of the load. But this was soon all to be changed. In 1882 the Canadian Pacific Railway built a branch through the southern part of the district, as far as Manito, with an important station at Morden, on Cheval Creek, as it was then called. The succeeding years the same company built to Barnsley, six miles north of Carman. Owing to a disagreement between the Company and the contractors, David Bald, the line was not completed any further than Barnsley. A determined effort was made to induce merchants and traders of Carman to move out to the end of the track, but they manfully stuck to their guns, and for six years they were compelled to draw their supplies from Barnsley, and farmers drew their produce to the same point. But help was coming from an unlooked for source. In 1887 the Northern Pacific Railway built a line from Morris through the southern part of our district, and founded several villages along the line, with facilities for handling grain and other goods. The principal points where those villages were situated were Roland, Rosebank and Miami. This enabled the farmers in the vicinity of the line to avoid the long haul to Barnsley. The C. P. R. apparently "took a tumble" and at once completed the line from Barnsley to Carman. Several grain firms built elevators in Carman, and the town soon became one of the greatest wheat markets in the province.

The farmers soon became dissatisfied with the treatment they received from the grain men, and in 1891 at a very enthusiastic meeting, held in Carman,

a company was formed for the purpose of building a Farmer's Elevator. The provisional directors were Peter Campbell, Alex Morrison, Henry Ardington, David Pritchard and Thos. Kernighan.

After considerable difficulties, of a financial nature, the elevator was built, and for many years proved to be a great stabiliser to the grain market in Carman.

Another great help to the farmers, and in fact, to all classes, was the flour mill, erected in Carman by William Peters. This unfortunately was destroyed by fire.

The town is not now, such a great grain market, as the Canadian Northern built a line through the town from east to west and the Great Northern a line from south to north, and by a system of country cut off a large proportion of the grain which formerly came to Carman. This was a serious loss to the town, but a direct benefit to the farmers who now found a market for their grain at their doors.

Carman had now reached a state of population and assessment which appeared to justify the citizens in claiming that they were not receiving their proper share of the municipal expenditures, and in 1899 an agitation was started having for its object the separation of Carman from the municipality of Dufferin, and its incorporation as a village. A census was taken and a petition to the government asking for incorporation was largely signed. The government granted the prayer of the petition and January 1st 1900 saw the Village of Carman started on its way as a separate municipality. Frank Williams was elected mayor and Messers D. G. Rodgers, A. W. Badger, G. H. Harris and S. H. Somersall councillors.

T Kerigham was appointed secretary-treasurer and Hugh Harris, Constable. This condition continued until 1904 when town incorporation was secured. Other gentlemen who filled the Mayor's chair during the village period were J. H. Haverson and T. J. Noble.

But to go back a little in our story, we must bring up the municipal experience of Dufferin to this date. When first formed North Dufferin consisted of townships four to six in ranges three to eight inclusive. This was changed in 1887 and the municipality then included townships four to seven in ranges three to six inclusive

The Reeves of North Dufferin were Messrs. Henry McKay, Thomas Duncan, R. T. Roblin and Roland McDonald. In 1891 another change of boundries was made, and the name changed to Dufferin. It then embraced townships five to nine in ranges three to seven and George Sexsmith was the first reeve. The municipalities of Grey, Thompson and Roland have since been formed out of parts of Dufferin and it is now greatly reduced in size. Other reeves of Dufferin have been W. D. B. Boyd, Alex Morrison, James Brown and Thos. Harrison the present reeve. Dufferin in its various sizes and conditions has had several clerks. The first was Chris Collins, and others were D. Campbell, Frank Stewart, Walter Blanchard, Frank Brown, J. R. Carthew, T. Kernigham and F. W. Kirby. I think that J. R. Bonny, M. E. DeMill and H. E. Robison, at different times held the office of treasurer but the two offices were afterwards combined. Dufferin is one of the most prosperous municipalities in the province, being entirely free from debenture debt until a few years ago, when indebtedness was incurred, to build a system of good roads.

Roseisle, Greysville, Stephenfield and Homewood villages are situated in Dufferin, but they are of very little importance, and the inhabitants of the municipality are almost exclusively farmers.

I think that there are seven grain elevators in Dufferin, two at Homewood and one each at Roseisle, Stephenfield, Greysville, Barnsley and Graham. There are seven or eight churches and a number of small stores, but the business and social centre of the district is the town of Carman.

At first the principal efforts of the farmers was the growing of wheat, but now greater attention is being paid to mixed farming, and some of the most prominent stock men of the west are to be found among the farmers of Dufferin. A very considerable part of the municipality was covered by the Boyne and Tobacco Creek marshes, but in 1898 the Provincial Government commenced an extensive drainage system, connecting the Boyne and Morris Rivers, and thereby draining an extensive area, which had previously been covered by water. The cost of this work, which was very great, was levied on the lands supposed to benefit by it, but this tax was not levied in all cases where it ought to have been and some lands were burdened with a drainage tax, while they practically received no benefit therefrom. But on the whole, the work has resulted in a great benefit to a large area, and where old-timers were accustomed to see nothing but water, and where sportsmen resorted to shoot geese and ducks, are now to be found several townships, of the best wheat land in the province.

Of course, only a portion of this drainage district is in Dufferin, in fact, the greater part is in the municipalities of Morris, McDonald and Grey.

The draining of those swamps has resulted in an indirect benefit to all the farmers living in the vicinity, in this way. To the drier parts of the marsh, farmers came from a great distance to make hay from the wild grasses, which grew abundantly on those lands, the removal of the water tended to retard the growth of the grasses to such an extent, that farmers were obliged to give up this source of procuring feed for their stock, and were led to adopt a better system of farming, whereby cultivated grasses and forage plants took the place of the wild prairie grass.

The Industries of Carman

I will refer to some of the industrial concerns which are, or have been in existence in Carman and district.

As noted before, Nelsonville was the first village which came into existence in our neighborhood. In 1877 a Mr. Fraser started a flour mill and saw mill there and did quite a good business for a few years. The first business which might be classed under this head in Carman, was a sawmill which was started in 1878 by D. L. Clink. This mill could not be called a great success. The engine was taken out of an old Red River steamboat, and had not speed enough for sawing, and the other parts of the machinery were old and out-of-date. However, Mr. Clink cut quite a quantity of poplar lumber for the surrounding settlers and this proved quite a boon, as before this all such material had to be teamed from Winnipeg. Then W. H. Clendenning arrived in the winter of 1879 and erected his flour and saw mills a half mile west of the town-site. He had fairly good mills and did a large business in flour and lumber, but the mills were destroyed by an explosion in the engine-room and were never fully restored. John F.

Giant built a saw and shingle mill three mile east of Carman. He had excellent machinery, but did not appear to do much business and the mills were allowed to fall into decay.

One of the most prosperous industries which have been in Carman was the flour mill of Wm. Peters. Unfortunately, this was destroyed by fire, and was a decided loss to the community.

R. McKinney had a planing mill and sash and door factory on Villard avenue, which did a good business for several years, but was destroyed by fire and was not rebuilt. Wm. Gardhouse had a mill of the same class on the north side of the town, and it was also burned but I think that it was rebuilt. Back in 1884 Wm. Taylor started a cheese factory in Carman and operated it for two seasons. But he did not receive the support from the farmers that the business required. At that time the only source of revenue which secured any attention from the farmers was growing wheat and there was not enough cows kept in the vicinity to furnish a suitable supply of milk to enable the factory to operate successfully. So Taylor sold the plant and it was removed from Carman. Mr. Taylor afterwards built and operated a chopping mill which I understand, is still in existence. But the industry which started with a great flourish of trumpets, and from which great things were expected, was the brick and tile factory. This was started in 1913 and came to a disastrous end in a few years. As I was not then living in Carman, I am not acquainted with the cause of this failure, but one at least, seems to have been the distance the plant was situated from the source of the supply of the raw material. Before this there had been a brick yard operated in town for several years, but the output was not a very satisfactory

nature. I think that probably this covers all the industries which at one time and another flourished or languished in Carman.

The town largely depends on the surrounding farming community and will, probably continue for some time to draw nearly all its support from that source. However, as the Hydro-Electric line now extends to Carman, there may be cheap power available, which might induce factories to consider Carman as a favorable place for starting operations.

The Mercantile Side of Carman

The merchants of Carman have always been able to cater to the wants of their customers in a satisfactory manner, although the proximity of Winnipeg with its large department stores, has had a tendency to draw trade from all the small towns of the Province, still there has always been a good volume of trade transacted in Carman, and the merchants have always carried large and varied stocks to meet the local demand. The first store of any description in Carman was a grocery started in 1879 by George Laidlaw. It was only short lived. In the same year, general stores were started by Messrs. Gratton and Decosse and by Messrs. Roblin and De-Mill. The first named was situated where the residence of the late T. B. Merkle now stands, and Roblin and DeMills store was on the site of the present Higgins store. Gratton and Decosse soon built another store across Main street, but did not stay long in Carman. Roblin and DeMill sold their business to W. J. Hemenway who continued in business in Carman on various sites for a number of years. In 1880 William Badger embarked in the store business and Messrs. Meikle and Dixon started a hardware business. Simpson and Price also had a grocery and

liquor business in 1881 and several other small places of business started up. Among others, H. Houde had a liquor store for a short time.

Among other merchants who, at different times, opened in Carman, were Geo. A. Jenkins, E. L. B. McLeod, G. R. Hannah, James Bruce, Anderson and Graham, Hill and Mallory, F. B. Huggs, Staples and Carthew, W. L. Campbell, S. J. Staples, G. McClure, Frank Harris, John Saunders and others. Furniture dealers were F. D. Stewart, W. Elliot, Geo. Sills and A. S. Doyle. Agricultural machine dealers have always done a good business in Carman. The extensive wheat fields in the vicinity calling for a heavy supply of all kinds of farm implements

Other Trades and Callings

The first butcher shop in Carman was started in 1885 by James Land, and his son, James Jr. is still catering to the wants of the Carmonites. Others who engaged in the meat business at different times were H. J. Burton, Fred Blunderfield, J. C. Laidlaw, W. C. Hartley, Geo. Gibson, Geo. Harris, J. Chittick, Charles Miller and perhaps others whose names I have forgotten.

The first lumber yard outside of Clink's and Clendennings mills was started by Taylor and McClain; and is still doing business under the name of McClain and Son. Campbell and Stevens and H. Jickling were also dealers in lumber.

There have been a number of blacksmiths who have been or are doing business here. Jas. F. White, Alex. Armstrong, D. Frisken, Wm. P. Johnston, Robt. Woods, Emerson Woodruff and J. Jones at different times looked after the repairs and new work of the iron trade.

The first men who followed the business of house building and general carpentering in Carman were T. H. Miller and Andrew Warner.

They commenced contracting in 1882 and had quite a large gang of men working under them and erected a number of buildings in town and country. This was the year in which the first start was made in house-building to any extent. Mr. Miller still follows the house carpentering business in Carman.

Livery barns have been under the control of W. G. Livingstone, Angus Campbell, R. Squires, Jos. A. Ross, A. C. Smith, W. E. Johnston and P. Smiley. Owing to the almost universal use of automobiles, this business is not in as flourishing condition, as in early days. The same cause has had an injurious effect on the business of breeding and training driving horses, which I for one, greatly regret.

Harness makers were represented by J. W. Dunn, D. G. Rodgers, S. J. Woods, Ferguson Bros. and C. H. McKinlay.

As death is no respecter of persons, we also had to have the services of undertakers. Alex Stewart, Wm. Elliot, A. S. Doyle and George Sills have performed the last want required by the inhabitants of this world, when taking their departure to another.

There is a public cemetery, just outside of the town limits, which is under the control of a board of trustees, elected by the residents of the town. This was laid out in 1887 and has since required to be extended, as the old plots were nearly all filled.

All trades and occupations appear to have had representatives in our community; shoemakers included Norris Mitchell, John Buell and Joseph Andell;

tailors, T. Richardson, Ed Mitchell, L. D. McPherson; watchmakers, H. H. Millie, A. Daykin and J. H. Cochran.

Druggists who dispensed medicine in Carman were Montague Banks, Geo. Ostrander, A. J. Gordon, Jas. Dunkin, John Graham, F. W. Humphries and E. M. Sanders.

The legal profession has been represented by a number of gentlemen who personally have done much to uphold the best traditions of their calling. The first to start practice in Carman was J. H. Haverson who came in 1882, and is still a resident of the town although not now engaged in legal practice. The next in course of time was W. R. Black who came in 1890. Other who have in times past, or are now, practising law in Carman are Frank Brown, T. S. Kennedy K.C. C. H. Edwards, H. E. Robinson, K.C. F. J. G. McArthur, F. J. Butcher, W. B. Towers, R. H. B. North, I. F. Brooks and W. C. Sutherland.

The medical profession has had some of the most prominent physicians of the province practising in Carman. The first to appear on the scene was Dr. Harrington, who came in 1880, but was only here a few months when he was killed by a fall from his horse. Dr. Snyder succeeded him, coming in 1882, but he only remained a few months. Then in the same year Dr. T. H. Wilson set up in the profession, and remained about two years. I think Dr. Cunningham came in 1884 and is still the leading physician in Carman. Others who have been practising in Carman were Doctors Brown, McGregor, Morrison, Pirt, McGavin and Jameson. Those last two and Dr. Cunningham are now in Carman. But two doctors, brothers, D. H. Wilson and Robert Wilson, who resided in Nelsonville, had quite a large practice and were

often called to the Boyne Settlement in those early days, when we were not supplied with resident practitioners. Dr. D. H. Wilson represented us in the Legislature, and was Provincial Secretary.

Churches and Ministers

The first clergyman whom I can hear of having visited the Boyne was Rev. Mr. Carey, an English Church minister, living at Headingley. He only made occasional pastoral visits to the Boyne, and I cannot find any record of his having held service here at any time. This would be about 1873-4. About the same time Rev. H. J. Borthwick, a Presbyterian minister, came to the Settlement occasionally, to visit his people, and I think that likely he held service in the farm houses. Rev. Daniel Pomeroy, a Methodist minister, had charge of all this part of Southern Manitoba, in the interests of his Church, but he did not conduct services on the Boyne, as far as I can discover. Rev. J. M. Harrison, a Methodist, who lived south of Tobacco Creek, held services occasionally in the Sallerville School House. This would be in 1877-78. The first resident clergyman of any denomination was Rev. W. R. Ross, a Presbyterian, who came from Ontario in 1878, and remained in charge of the Boyne and Carman churches of his denomination for over ten years. During his time the old Presbyterian church in Carman was built. But the first church of that or any denomination built in the Boyne Settlement was a log building, erected in 1879 on the farm of James Campbell, west of Carman, and opened for Divine Service in June of that year by Rev. Mr. Douglas of Morris. The first church built in Carman Townsite was a small building erected by the Methodists under Rev. F. W. Warne in 1881. Mr. Warne is now Bishop of the Methodist Episcopal Church in Calcutta, India.

The first minister of the English Church who had charge of the church on the Boyne was Rev. Mr. Carey, who, however, did not at any time reside here. In 1879 Rev. T. N. Wilson of Nelsonville held services once a month in Salterville School House. The first resident clergyman of this denomination was Rev. L. Cheney, who came in 1882 and was here about two years. After his departure there were no Episcopal services held here until 1891, when Rev. F. B. Robertson took charge. During his incumbency the church and rectory were built. Other clergymen of the English church in Carman were: Revs. S. A. White, W. P. Gahan, F. C. O'Mera, E. A. Davis, H. H. Brown, P. D. Locke and F. Longmore.

As stated before, Rev. W. R. Ross was the first resident clergyman of the Presbyterian Church in Carman. Succeeding him were Rev. R. G. McBeth, H. C. Sutherland, W. J. Herbison, D. M. McKay, H. Hamilton and H. Lyon. The new church was built during the time of Mr. Sutherland. The first Methodist minister in Carman was Rev. F. W. Warne. Others who ministered to the Methodists here were Rev. F. M. Finn, T. W. Pickett, H. Hoskins, T. Henderson, Dr. McLean, W. J. Saunby, — Adamson and — Price. There may have been others, but if so, they have escaped my memory. Their second church was destroyed by fire, and the present edifice was erected, I think, in 1905, while Mr. Saunby was minister.

The Baptists built a church in Carman in 1892, with Rev. Mr. Bracken as pastor. Rev. J. R. Coutts was in charge for a time, but I understand that the church is now closed.

The Disciples also built a church in 1892, and they started a theological school and erected a fine building for that purpose. This was conducted a few years by Mr. Foster, but owing to various causes it

proved to be a failure, and the building was sold to the Government and is used as a Land Titles Office.

The Roman Catholics have a small church in Carman, but have never had a resident priest, being supplied from Starbuck and St. Claude. The Salvation Army had a post here for a short time, but have not been here for a number of years. The foregoing account covers all the churches in town, but there are other places of worship of all denominations situated in the adjacent villages. Homewood, Roseisle, Greysville, Pomeroy and Elm Creek have each one or more churches, while there are several others at country cross-roads.

Lodges.

Carman is well supplied with fraternal organizations. The Masons, Oddfellows, Canadian Foresters, Independent Foresters, Ancient Workmen and Orangemen, all have strong lodges in town.

Although not belonging to the Order, I well remember the occasion of the first meeting held for the purpose of starting the Masonic Lodge. The reason I remember it so well is because it was held in the house where I was living, and I was requested to "make myself scarce" for the night. Those present were: Rev. W. R. Ross, James Riddell, Frank D. Stewart, W. G. Livingston, Herbert Inman, Stanley Carr and W. C. Cowan. This was in the spring of 1879. At the present time, 1923, there are only two of those gentlemen now living, viz., Jas. Riddell and Frank Stewart. This lodge, as well as all the other fraternal societies, has now a large membership and fills an important part in the life of the town.

Greysville, Elm Creek, Roland, Miami and other villages in the vicinity are also well supplied with all the societies.

Postal Services.

Prior to 1878 the mail to the Boyne was carried from Headingly by pony and buckboard to Boyne Post Office, which was kept by John V. Graham in his farm house on Section Twenty-three, Township Six, Range Five. The mail was carried by a half-breed named Alick Denwick, and he could not be called a reliable carrier. The outgoing mail generally went on time, but the return trip from Headingly was often delayed for weeks, while Alick was enjoying the metropolitan pleasures of Winnipeg. Owing to the increase of population, especially in the south, a new route was laid out and the service from Headingly was discontinued.

In the fall of 1878 mail service was inaugurated from Emerson, and offices opened along the foot of the mountain and on the Boyne River. Those in which we were more closely interested were Miami, with Wm. Thompson as postmaster; Campbellville, Peter Campbell, postmaster; and Salterville, postmaster R. Salter. Charles Helliwell had the mail carrying contract, and gave very efficient service, being very seldom behind time. Bus drivers were Fred Helliwell and Wm. Traey. Of course it was only a weekly mail. I think it was in 1884 that some of those offices were closed, and a post office opened in Carman with Wm. Badger as postmaster. The mail was brought from Barnsley, at the end of the track, by Robt. Squires. Other gentlemen who have filled the office of postmaster in Carman are James Bruce, Johnston Watson and Thomas Cleave.

In 1913 the Dominion Government built a fine post office in Carman; previous to that the office had been kept in stores and other rented buildings. Lately a number of rural delivery mail routes have been laid out around Carman, which are a great convenience to the farmers.

Land Titles Office.

Previous to 1901 all registration of transactions in land, etc., had to be registered in Winnipeg, but in that year the Provincial Government created a new Land Titles district, with Carman as the centre, and appointed Geo. R. Howard as District Registrar. A building was purchased for use as a Land Titles Office and this proved a great convenience to the public. Owing to ill health, Mr. Howard resigned in 1912, and H. W. H. Knott held the position for a short time. The duties of the office are now under the supervision of J. H. Haverson, the present registrar, who has held the position since 1918.

Police Courts.

In 1879 Richard Salter was appointed a Justice of Peace, and for a number of years he adjudicated on the petty cases, which sometimes arose through disagreements among neighbors. As population increased and Mr. Salter became too old to give full attention to all cases, other Justices were appointed from time to time. Among those were Richard McKnight, Adam Boyle, A. Higgins, Stanley Carr and David Pritchard. Pritchard was afterwards raised to the rank of Police Magistrate, and presided over the lower courts in Carman with great acceptability for a number of years. On Mr. Pritchard's removal from Carman, Thos. Kernighan was appointed Police Magistrate in 1899, and continued to act in that capacity till 1911, when he removed from Carman. Since then Malcolm DeMill, Frank Bridge and A. Larsen have presided over police courts in Carman.

To help enforce the law we required a constable, and I think that Robert Squires was the first "cop" we had. Others since were George Laidlaw, Wm. Jones, Hugh Harris, James Land, Andrew MacCauley,

Chris Hanson, W. J. Osborne and some others whose names I do not recall.

Schools

As mentioned before, the first efforts at teaching the children of the pioneers in this district was made by Rev. Mr. Borthwick with his travelling school, teaching in farm houses. Then in 1876 a man named Greenfield started a school in a shanty in the woods a mile west of the present townsite. I do not know how those gentlemen managed their schools, or how they were remunerated but presume that they depended on voluntary contributions from the parents of those children who attended their schools.

The first school district organized here was the Boyne school district, or as it is generally called, the Saltherville School. This was composed of the whole of Township Six Range Four and the school house was built in 1877. This was a log structure with a thatched roof, and was opened in the spring of 1878 with Herbert Inman as teacher. About the same time the Kilmory School was opened with Thomas Halliday as teacher. I think that Newton School, on Tobacco Creek was also organized about this time.

The first school was built in Carman in 1883 or 84, with George Durno as teacher. This was a small frame building in the south end of the village and done service for several years. Soon it became necessary to have a larger school house, and a fine building was erected near the centre of the town. This was destroyed by fire in 1901, and the following year the present fine brick school was built on the same site. This has now developed into one of the most prosperous and up-to-date schools in Manitoba. Collegiate training can be secured here and a staff of 10 or

12 teachers have charge of the different classess. It will not be long until further school accommodation will have to be provided, as the rooms are all crowded. W. C. Hartley is school inspector over the schools in the district. There are now numerous schools throughout the adjacent municipalities, and no child is compelled to travel an unreasonable distance to school. Several of those schools have amalgamated, and formed consolidated schools, and thereby secured much better educational facilities for the young people.

Parliamentary and Political Notes

When Manitoba was admitted into the Dominion as a province in 1871, this part of the country of which I have been writing, was included in the Constituency of Marquette. The first member was Mr. Cunningham of Poplar Point, who represented the constituency for a number of years. In the election of 1878 he was opposed by Mr. Joseph Ryan, afterwards the county court judge. At that election the McKenzie government was defeated by the party led by John A. Macdonald, who, although successful over the whole Dominion, was himself defeated in Kingston. As the elections were not then held on the same day as at present, the constituency of Marquette was still open. Both Mr. Ryan and Mr. Cunningham withdrew from the contest and Macdonald was elected by acclamation. He only held the seat until he secured election in Carleton, Ont. This was not the only occasion on which eastern politicians secured a second chance in the west. Sir George Carter sat for Provencher, Man., for and time and Sir Francis Hincks sought refuge in Victoria, B. C.

At the time of the next redistribution the Boyne settlement and all south to the boundary was placed in Selkirk. Hon T. M. Daly represented Selkirk for

same time. The names of the constituencies of Selkirk and Lisgar were afterwards transferred, and we found ourselves in Lisgar, with no great change of boundaries. R. L. Richardson and D. A. Stewart were members for Lisgar in the Dominion House at different times.

Another redistribution took place and we were placed in Macdonald. The first member to represent Macdonald was W. D. Staples and others who have filled the seat are Alex. Morrison, R. C. Henders and W. J. Lovie, the present member.

But it was in contests for the Provincial Legislature that the greatest enthusiasm was displayed. When the province was organized and a government and legislature of our own was functioning, this territory was included in the constituency of Headingly, and Hon. John Taylor was member for a number of years. In 1878 a redistribution act was passed, and we were placed in a division called Pembina. I do not know the exact extent of this constituency, but the Boyne settlement was about the northern boundary. The first, and only election in PPembina was held in November, 1878 and the seat was contested by three candidates, John Stevenson and Dr. Morris of Miami; and J. F. Galbraith of Nelsonville. Stevenson was elected, but he died inside of a year, and the seat remained vacant until another change of boundaries came into effect and we were then called North Dufferin, and in February, 1880, Andrew Laughlin was elected member. Others who have represented North Dufferin are Hon. D. H. Wilson and Hon. R. P. Boblin. The contest between those two men in 1887 was the most fiercely contested and the most exciting election I ever remember seeing. I remember one political meeting in the Poplars where the audience began to show signs of starting a fight. The chairman, John F.

Grant, blew out the lamp, but as the disturbance continued in the dark, he knocked down the stove pipe and thereby smoked them out.

Dr. Wilson was Provincial Secretary in the Norquay Government, and was elected by a majority of four votes. Soon after he left the Province and Mr. Roblin secured the seat at a bye-election.

In the course of time Dufferin was divided, part being placed in Lorne and part in Morris. Lorne was represented by Jas. Riddell and Morris by Hon. C. H. Campbell. On a change of government in 1899 Dufferin was restored and Sir R. P. Roblin represented it for over fifteen years. On his retirement Mr. E. A. August was elected, and the present member is Mr. Wm. Brown.

One peculiarity about those elections was the fact that the town of Carman could always be depended on to give the Conservative candidate a majority. Even in the last election in 1922 when the Farmers' Party almost swept the province, the Conservative candidate in Dufferin, H. E. Robison, K. C., although unsuccessful over the whole constituency, managed to roll up a good majority in his home town.

The only exception to this rule that I can remember, was when Mr. Riddell was elected member for Lorné, and as he only had half of Carman in his division, and as the other half gave Mr. Campbell a majority, perhaps it can hardly be called an exception.

This is given only as a statement of fact and can be treated as a credit or otherwise, as the individual reader may consider it.

Dufferin Agricultural Society

The Dufferin Agricultural Society was organized at Nelsonville in 1880, with C. V. Helliwell as President and D. H. Wilson, secretary. The first three exhibitions were held at Nelsonville, and all since have been held in Carman. Others who have acted as secretary are J. R. Bonny, M. E. De Mill, T. Kernighan, A. Garrett and N. Love. A few years ago the Society joined with the Carman Dominion Day Celebration Committee and they held their united Exhibition and Sports programme on July 1st and succeeding days. This move proved to be a great success, and the Exhibition is now the second largest in the Province, being only exceeded by the Western Fair at Brandon.

Turf Club

In our early days we also had a very active and prosperous Turf Club, and a fine half mile track has been laid out on the Agricultural Society's ground. But the almost general use of automobiles has had a tendency here, as elsewhere, to discourage the use of driving and riding horses. But in the breeding and raising of heavy horses, the farmers of Dufferin take a back seat from no other district. Some of the most prominent breeders of draft horses are to be found here. Such men as Andrew Graham, Lytle Bros., Alex. Morrison, M. Huston and numberless others have attained a provincial reputation in that line. Competent judges have expressed the opinion that in this the farmers of Dufferin are equal, if not better, than those in the famed Brandon district.

A sale of pure bred stock of all kinds is held in Carman each year by the Agricultural Society and attracts buyers from all parts of the west.

Curling Club

Another organization which deserves a more lengthy notice than I am able to give is the Carman Curling Club. In 1893 Messrs. Jaikling and Miller built a large skating and curling rink on Fournier Avenue and it was occupied by the skaters and curlers for two or three years. But owing to being a flat-roofed structure, the snow lying on the roof caused it to collapse. Fortunately there was no person in the rink at the time, as it happened about six in the evening, when the afternoon sports were finished and the evening crowd had not collected. The Curling Club built a temporary rink north of the railway track and used it for two winters. Then in 1900 the present fine rink was built by the Carman Rink Co., and has since been used by both skaters and curlers. The curlers hold an annual Bonspiel, and also have been successful in carrying off trophies at Bonspiels in Winnipeg and other towns.

The younger men of the town have also been quite active in various lines of sport. Hockey, lacrosse, football and baseball all have their enthusiastic supporters, and games are arranged with clubs from the adjacent villages, and even Winnipeg hockey players have met worthy opponents on the Carman ice.

Dufferin Old-Timers' Association.

This association created great interest for a few years, but lately appears to have been unable to maintain interest in its members. It was started in 1909 with Jas. Riddell as president and C. M. Jones secretary. The object was to maintain interest in the past history of the country, and to foster a feeling of goodwill among old and young. Several very successful re-unions were held, but of late it has apparently been

allowed to languish, and has almost dropped out of view. This is greatly to be regretted, and an effort should at once be made to restore the association to its former position.

Newspapers and Book Stores

Carman has never given book stores and reading rooms the support which those institutions deserve. Back in the 'eighties a young man named Ullyot started a reading room in Carman at the corner of Main Street and Villard Avenue. He had a good stock of books and magazines, but it did not prove a financial success, and he sold out to John Russell. The new proprietor did not attempt to continue the business, but sold the books by auction, and so ended the attempt to operate a reading room in Carman.

The newspaper business has had a more successful career in town, and Carman has for a long time been served by good weekly journals. In 1890 E. A. Berbank started the "Carman Standard," a weekly paper which enjoyed a large circulation in Carman and Dufferin. He sold out to Anthony K. Hogg, who only lived about a year afterwards. The plant was bought by George Harper in 1892, and remained in his possession until his death, since when it has ceased to exist. I think it was in 1894 or 1895 that J. W. Jameson started another paper called the "Dufferin Leader." After a few years he sold out to the Dufferin Leader Printing Co. This company still issues the "Leader," and has greatly improved both the paper and the plant. Mr. Jameson also conducted a small book store, but soon found that the paper took all his time and energy. In 1912 Johnston Watson started a book store and is still in the business. The "Leader" has the field in newspaperdom all to itself. Of course the Winnipeg daily papers have a large circulation in town.

Public Utilities.

Carman has a water works and sewer system belonging to the town, and the town is lighted by electricity. A few words in regard to those services might not be out of place.

The first electric light plant was installed by a private company composed of local men. This was in the time of Village Incorporation. It was a second hand plant of an obsolete style, and gave very poor satisfaction, and as the services were not very numerous the charges for light had to be rather heavy. This led to considerable dissatisfaction, and the village Council were urged by the citizens to take the system over. This was done, but there did not appear to be any improvement in the service nor reduction in the rates. However, it was all we had for a number of years. But now the Government hydro-electric lines have been extended through Carman to Roland and Morden, and satisfactory light and power are supplied to those towns.

It soon began to be felt by the citizens of Carman that the powers granted under Village Incorporation were entirely inadequate to supplying the wants of the community, and an agitation was started having for its object the securing of incorporation as a town. The Government granted the wishes of the people, and Carman stepped up into the ranks of the Towns of Manitoba.

An election was held in December, 1905, and the following Council were elected, viz.: Thos. Kernighan, mayor, and Messrs. H. J. Burton, G. McClure, S. J. Staples, Dr. J. Brown, T. T. Pearson and J. W. Dunn, councillors. Albert Malcolmson was appointed secretary-treasurer, an office he has held continuously till the present time.

The town was now possessed of the power to borrow money for necessary improvements. A scheme of water works and sewers was formulated, and public meetings were held to discuss the question. As public opinion appeared to be in favor of the plan, the Council submitted a by-law to the voters having for its object the raising of money to carry out the proposed improvements. The by-law was carried by a large majority; the debentures sold and the contract for the work let to Mr. Waller. The late Cecil Goddard was employed as engineer in charge, and the work was got under way. But when finished it proved to be a failure; the sewers appeared to be all right, but the water pipes were so badly put together that leaks occurred in numerous places. It is hard to place the blame for this. The contractor evidently slighted his work, the engineer should have exercised closer control and oversight, and the councillors were all ignorant of that class of work. None of them had ever had any experience along this line and had never seen that class of work under way. One thing I can personally answer for is, that they all, as far as their knowledge went, endeavored to have the work done properly, but it is difficult to combat crookedness when you are not an expert crook yourself. The Council submitted another by-law to the voters to raise money to finish the work, but it was defeated. This was taken by the Council as a vote of want of confidence, to use a Parliamentary expression, and the mayor and councillors resigned in a body. They have been both commended and condemned for this action, but at least it can be said that they acted as they thought best. This was in September, and a new Council had to be elected to fill out the year. I might state that the councillors who had resigned were the same men who were elected three years previously, at time of incorporation, with the exception of Mr. Dunn, who had died, and F. J. Hill had been elected in his place. In the succeeding June the by-

law was again voted on, and this time carried quite easily. Presumably the people saw that the only way to save what had been spent was to spend a little more. The system was completed, and has since given fairly good satisfaction. One great drawback is the fact that good drinking water cannot be obtained. It was thought that this could be secured from deep wells, but efforts in that direction have proved a failure. Recourse had to be had to the river water, which answers every purpose except drinking. It is claimed that good water could be piped from above Roseisle by gravity system, but under present conditions the cost of this would be prohibitive. The water mains and sewers are laid on all the principal streets, and are gradually being extended throughout the town. Another public utility which has given service to the people of Carman for a number of years is the telephone. This was at first a small concern owned by a local company. In time, the Bell Telephone Co. bought out the system, and operating it a short time sold their whole system in Manitoba to the Provincial Government. The lines have been extended throughout the rural districts, and have proved a great benefit to both farmers and townspeople.

Hotels.

The first hotel in Carman was built in the south end of the village in 1880 by Thomas Green, and was called the Carman House. Green only conducted it a short time, when he sold out to Peter and Dan Campbell and retired to a farm near Barnsley. The hotel was managed by different members of the Campbell family for some years. Others who were hosts in this house were James McMillan and James Williams. It was burned down in 1906. In 1900 Fred Starkey, who had been conducting the new Douglas Hotel in Winnipeg, came to Carman and built the Starkey House and operated it for a number of years. Starkey

was a fairly good hotel-man and a good citizen, being always willing to help anything which tended to advance the interests of the town. After he left Carman the hotel was managed by Albert Dennison, William Simpson and Edward Ryall. Mr. Ryall is now owner of it, and uses it as an apartment house.

The third hotel started in Carman was the Victoria Hotel, built by William Clougher. This was one of the best hotels in Manitoba outside of Winnipeg, and as it was situated in the centre of the town and had every modern convenience it did a good business. After Mr. Clougher's death, his widow kept the hotel for a few years, and it was then sold to Ed. Ryall, the present proprietor.

Local Option by-laws were voted on several times in Carman, being first carried, then repealed, and on the next trial being defeated.

Of course all hotels in Manitoba are now temperance houses, as the Manitoba Liquor Act does not permit selling liquor over the bar.

In addition, there were several public boarding houses, the chief ones being those kept by Robert Squires in the south end and by Isaac Fuller in the north.

Banks.

The first bank to do business in Carman was a private institution opened in 1889 by McTavish and Guy. After a short time they sold out to Walter Blanchard, who conducted the business until 1896. While this bank was, perhaps, an accommodation to some, those who were under the necessity of borrowing from that source paid, dearly for the accommodation, as Blanchard's terms were 2% per month, and

even more if the borrower did not keep a close watch on the transaction. In 1896 the Union Bank bought out Blanchard's interests and opened a branch in Carman under the management of T. J. Tait. This bank is still doing business in Carman, and others who at different times have been managers are J. S. Hiam, S. Hopper, R. J. Hopper and W. R. Bell, the present popular manager. On the same day that the Union Bank opened here, the Bank of Hamilton also started business in Carman. H. A. Aylwin was manager. Other gentlemen who have conducted the business of this bank in Carman are: R. J. Hewatt, C. K. Willson, W. L. Birnie and R. J. McConnell. At one time the Bank of Hamilton had two branches in Carman, but the one at the south end proved to be an unnecessary adventure, and was soon closed.

Some time later the Bank of Commerce opened a branch in town, with E. C. Complin in charge. Since then, F. J. Macoun, D. McLennan and McLean have filled the position of manager of this bank. All those banks have excellent offices in their own buildings, and all seem to do a good business. There are also branches of the various banks in the neighboring villages. Roland, Rosebank, Miami, Roseisle, Sperling and Elm Creek are all well supplied with banking facilities. A few years ago the Provincial Government opened a branch of the Government Bank in Carman, with Neil Love as manager. All those bank managers have been excellent citizens and have taken an active interest in everything leading to the advancement of the town and country.

Carman Band.

Carman has a good Brass Band formed by local talent. The first attempt to organize a band here was made in 1881 by an Irishman named Bailey. He had

quite a number of instruments, but he soon left the country and the band came to an early death. Since then it has been revived under several leaders, and is now one of the best amateur bands in the province.

It may have been noticed that I have several times distinguished between the north and south ends of the town. The Boyne River takes a very irregular course across the townsite, and at one time there was much rivalry and considerable jealousy between the two sides of the town. Carman was first started on the south side, and when the C. P. R. proposed to build to Carman they surveyed the line across the river, a half mile east of where the first buildings were placed, and let it be understood that the station would be placed near the road running east from the town. This would have settled the question in favor of the south end, and there was so little doubt felt about the location of the station that a prominent grain firm built a large grain warehouse near the proposed station grounds, and even filled it with wheat purchased from the farmers, with the expectation that it could be loaded on the cars that season. But railroad locations have always been an uncertain quantity in the west, and this proved to be no exception. The C. P. R. stopped at Barnsley, and the wheat in the warehouse mentioned had to be teamed through mud and water to Barnsley for shipment. I speak on this point with authority, as I was one of the teamsters engaged on the work. Then when the railway did come to Carman, it was diverted from the original route, and the station and elevators were placed on the north side. This naturally intensified the ill feeling between the two ends of the town, as the people who had invested in the south saw their good prospects in danger. However, this feeling has now almost disappeared, and the business part of the town is pretty well centred in a few blocks on each

side of the river. It would have been well for the town if this had been the case from the first, as the pull between the two ends led to the town being spread over too much ground, and as a consequence the expense of streets and sidewalks has been greatly increased, and it has also prevented those in the outskirts of the town from having the benefit of the sewer and water service. The crooked course of the river has also been a cause of added expense to the town, as there are no less than three traffic bridges to be kept up in town, besides a number of foot bridges.

The municipality of Dufferin, as at present constituted, is comprised of nine and one-half townships and is divided into six wards. Ward one, consisting of Townships six and seven and Range three, is all excellent farming lands. The north half of the ward, which at one time was a marsh, is now a heavy clay area, admirably adapted for growing wheat. The remainder of the ward is unexcelled as an agricultural district, and the fine farms and up-to-date buildings show that the residents have taken advantage of the favorable situation. The Canadian National Railway crosses the ward, with a station and elevators at Homewood.

Ward two is Township six, Range four. This is another excellent township. The Boyne River runs through this ward, and at one time was bordered with a fine growth of timber, but this is now almost all gone and nothing remains of its glory but stumps and scrub. This was the first township in this district to attract settlers.

Ward three embraces Township six, Range five, and is of much the same nature as Ward two, except that the west side of the township is of rather lighter

soil. The townsite of Carman is within the boundaries of those two wards.

Ward four is made up of Township six, Range six, and the north half of Township six, Range seven. This ward is of a lighter soil than the eastern part of the municipality, but is well adapted for stock raising, and some of the best herds of cattle in the province are to be found here. The Canadian National Railway has three stations in this ward, at Greysville, Stephenfield and Roseisle.

Ward five is made up of Township seven, Ranges four and five. At one time Township seven, Range five was covered with a fine growth of poplar, but this has now almost all been cleared away and good farms are seen on every side. The Canadian Pacific Railway has a station in this ward at Barnsley, and the Great Northern one at Bradburn.

Ward six embraces Township seven, Ranges six and seven. There is considerable light, sandy soil towards the west side, but there are also a number of good farms in different parts of the ward. The ward is well adapted to mixed farming. In parts of this ward there are a number of sand hills, which, we are told by those who have made a study of those things, were made by the waters of the great inland sea which at one time covered this country when the water was receding towards the east. Perhaps.

As I said before, the municipality of Dufferin is one of the most prosperous in the province. This is not to be attributed to the good soil altogether as there are other causes for the prosperity and high standing of the community. Dufferin, in all its sizes and shapes, has always been exceedingly fortunate in its choice of men to guide its destinies. The gentle-

men who, from time to time, have been entrusted with the management of the affairs of the municipality, either as Reeves or Councillors, have been careful and honest in all their doings, and have seen that the monies of the public have been expended in an economical and efficient manner. Roads and bridges have been built and maintained in the best possible condition. Owing to scarcity of gravel the roads have been more difficult to maintain than in places where good road building material is abundant; but under the conditions as found here, the roads in general are all that could be desired.

When I speak of the ability and honesty of the different Councils of Dufferin, I can be said to speak with authority, as I was over twenty years intimately connected with the work of the municipality in various capacities, and have had every opportunity to see and know about all the work of the Councils. Of course, now, I have been absent from the scene for some years, but I am sure that the present reeve and councillors faithfully maintain the traditions of their predecessors. The present Council (1923) is: Reeve Thomas Harrison and Councillors H. R. Bell, F. E. Clark, W. S. Murray, T. Lawson, F. Armstrong and J. Provost. The municipalities of Grey, Roland and Thompson, which were formed out of parts of Dufferin, are also prosperous and well managed communities. Their headquarters are respectively at Elm Creek, Roland and Miami.

The municipalities of Dufferin, Roland and Thompson have recently taken steps to have all cattle owned within their boundaries tested for the purpose of eradicating disease. This would place those municipalities in a district declared free from diseased herds. I believe this would be the second district so formed in the Dominion, the first being the County

Carleton, Ont. Evidently the farmers here are determined to hold the high standard in their herds and to maintain the reputation they hold as being in the front ranks of the stock breeders in the west.

Another reason for the high standard which Dufferin has been able to maintain among the municipalities of Manitoba is the fact that the farmers, owing to the diversified nature of the soil, are not compelled to confine themselves to one source of revenue. The eastern part of the municipality contains a large area of the finest wheat land in the world while the western portion, with its lighter land and abundance of good water and shelter, is an ideal situation for stock-raising. Of course the farmers in each of those divisions do not confine their operations to the classes named as suitable to each, as it is well known that good wheat land will also maintain good live stock, and in the part named as better suited for stock; the fact of the live stock being kept naturally increases the fertility of the farms, and excellent crops of all kinds of grain and hay are the result of a few years of stock kept on the land.

The inference to be drawn from this is, that any person wishing to follow any mode of farming, either grain or stock raising, or a mixture of both, can find an ideal location in the rural municipality of Dufferin. He would be connected with the markets of the world by three lines of railroad, and would have a good home market in the near-by towns and villages. He would have good stores and shops of all kinds to cater to his wants, and would have the best system of schools, both public and high, that can be found anywhere. No matter what denomination of religion he may profess, he will find his favorite church conveniently situated near his home. While not wishing to advertise anyone, I may say that in Carman and

the near-by villages can be found real estate dealers who will be ready and willing to furnish enquirers with any lands open for purchase.

I have now been over the greater part of Canada west of the Ottawa, and to those who contemplate bettering their condition by moving from Dufferin, I have only one advice to give: "Don't do it." As I write these lines, in Vancouver, where the climate is boasted of as being ideal, a snowstorm and blizzard almost as bad as I ever saw in Manitoba is raging over the city. Of course there are difficulties to be overcome wherever we are, but remember what Shakespeare says: "Better to bear the ills we have than fly to others that we know not of."

As the municipalities which were formerly part of Dufferin are still intimately connected with the parent municipality and with Carman is the principal town in the immediate neighborhood a few words in regard to them might not be out of place here.

As Grey was the first division which set up for themselves, we will mention it first. Grey is composed of ten townships, being Townships eight and nine, in Ranges three to seven inclusive. The business centre of the municipality is the village of Elm Creek, and other important centres are the villages of Fannystelle and St. Claude. All the land east of Elm Creek is excellent wheat land, part of it being composed of what was formerly the Boyne Marsh. The village of Fannystelle and the immediate vicinity was settled by French Canadians, and near Elm Creek is an important colony of Norwegians from North Dakota. St. Claude and the surrounding townships is almost entirely settled with French and Bretons from the Old Country. The land around St. Claude is rather light, and where not cultivated is generally

covered with a growth of small poplar. Grey is crossed by the Canadian Pacific Railway, with stations at Elm Creek, Culross and Fannystelle. The Great Northern also crosses the municipality. Although part of the municipality is hardly as well suited for farming as other parts of Manitoba, and although some of the Old Country settlers are slow in adapting Canadian methods of living, still Grey, on the whole, is a prosperous and progressive community, and quite on a level with the average municipality.

Roland municipality, which was taken out of the south-east part of Dufferin, is very similar, as regards land condition, to the adjoining parts of Dufferin. I do not think that there is any better wheat land in Manitoba than is found here. Practically the whole of the municipality is dry, level prairie, and great crops of all kinds of grain are grown here. Stock raising also receives attention, and some of the best herds of cattle and horses in the west are owned by farmers in Roland.

Roland village is the municipal centre, and the only village of any importance in the district. But there are two or three other stations on the Canadian National, which crosses the municipality from east to west. The eastern townships were formerly covered by the Tobacco Creeks Marsh, but are now thoroughly drained and cultivated.

The other municipality which was carved out of Dufferin in the south-west corner was Thompson. This municipality consists of, in part, a level plain, and in part a rolling area, which is generally dignified by the name of "The Mountain." This part consists of the first and second raises of the Pembina range of hills, and is much broken by several deep ravines and

by steep hills. This part is not so well adapted for agriculture as the level prairie, but even here are to be found some very prosperous farmers. Of course this land, which in a state of nature is generally covered by heavy oak and poplar scrub, is much more difficult to bring under cultivation than is the open prairie, but I believe the extra labor required is fully compensated by the greater fertility of the land when cleared. It is generally acknowledged that a farm which has been cleared out of the oak scrub is the most fertile and the most inexhaustible of any. In some parts of this municipality the scenery is most beautiful, not perhaps so nerve-wracking as the Rocky Mountains, but still a welcome change from the monotony of the level prairies.

The business centre of Thompson is the village of Miami. This village is, to my mind, the most romantic and beautiful village in Manitoba. With the Pembina Mountain on the west and the level prairie extending east and south, with lovely oak groves and clear running streams, carrying the very best of water, Miami is really an ideal country village. The Canadian National crosses the municipality with stations at Rosebank, Miami and Deerwood.

Dufferin, at one time extended even further south than the southern boundaries of Roland and Thompson, but that territory has now ceased to be connected in any way with the north, and as they have a good town at Morden, with rail connection both east and south, they have no occasion to deal with Carman and the other villages named.

Writing of those towns and villages and smiling farms brings to my mind a circumstance of my experience in 1878. I was doing some breaking on Section seven, Township six, Range four, about two miles

south of the Boyne, and from where I was working there was only one house visible, viz., that of the late George Sexsmith. Other houses that might have been in sight were hidden by the woods.

Reeves of Dufferin.

A few words in regard to the gentlemen who at different times have filled the position of Reeve of Dufferin.

As stated before, Mr. Henry McKay was elected reeve at the first municipal election in April, 1879. He at that time lived in Nelsonville, but moved with the village to Morden. He afterwards went to the Klondyke, and, I think, died in Victoria. I am not sure, but rather believe that Charles V. Helliwell was the next reeve. Mr. Helliwell now lives in Winnipeg. Thomas Duncan was another gentleman who was reeve for a year or two. He also lived at Nelsonville and in Morden. He was elected to the local Legislature for the constituency of Morden, and after serving two terms was appointed as an Immigration Agent in the United States in 1897, and died in Syracuse, N. Y.

R. P. Roblin served as reeve for several years. His record is so well known to all residents of Canada that it is quite unnecessary for me to recount his career here. During the time that he was reeve an amendment to the Municipal Act brought into working the Ontario system of County Councils. North and South Dufferin and two or three adjoining municipalities were united in this way, but it proved to be an unnecessary cause of expense and trouble, and after a short time the plan was discontinued. Mr. Roblin retired from the reeveship and was succeeded by Roland McDonald. Mr. McDonald then lived near

the village of Roland, which, by the way, was named after him, and he continued as reeve until 1890, when the boundaries of the municipality was greatly extended and the name changed to Dufferin. Up to that date it had been North Dufferin.

The first reeve after this change was George Sexsmith. Mr. Sexsmith held the office for a number of years. I can remember his being opposed by at least six aspirants to the office, on different occasions, and he was only defeated once. And the next year he succeeded in regaining his seat, and on several occasions was elected by acclamation. He died in 1912.

Another gentleman who made a very efficient reeve was Mr. W. D. B. Boyd. Mr. Boyd was in business at Roseisle as farmer, lumber merchant and agricultural machine agent, and I believe is still there and conducting the same lines of activity. Mr. Alex. Morrison, a farmer of Homewood, was reeve for a number of years, and voluntarily retired from office. He was elected as member of the Dominion Parliament for two terms, and now resides in Carman. During the time he was farming he made a reputation as a successful breeder of pure-bred horses and cattle.

Another Homewood farmer, Mr. James Brown, was the next to hold office as Reeve of Dufferin. He had the advantage of a long municipal experience, having been for a number of years a member of the Council before attaining the reeve's chair. Mr. Brown had served in the Northwest Rebellion campaign of 1885 under General Middleton, and was a good citizen in every acceptance of the term. He died in Carman a few years ago.

Mr. Thomas Harrison of Greysville is the present reeve, and has held the position for four or five years,

and from present appearance he can continue to hold it as long as he wishes. He also had considerable municipal experience before being elected to the reeveship. I believe he has never had any opposition, being elected by acclamation on every occasion.

Mayors of Carman.

I will now endeavor to tell of the mayors of Carman. When village incorporation was secured Frank Williams was elected mayor. He was in the agricultural machine business at that time. Mr. Williams had been a member of the Canadian Voyagers who took part in the expedition on the Nile, having for its object the relief of Khartoum. He served two years as mayor, and in 1900 was appointed to a position in the Carman Land Estate Office. He afterwards removed to Winnipeg, where he died a few years ago.

John H. Haverson, at present District Registrar in Carman, was mayor of Carman both under Village Incorporation and after Carman became a town. He is too well known in Carman to need any further remarks here.

T. J. Noble was village mayor for a year and three months. He then resigned and went to Winnipeg. There he ran a contest for alderman, but was unsuccessful. He now resides in Calgary.

Thomas Kernighan was elected three times by acclamation as mayor of Carman Town. He entered the service of the Dominion Government in 1912 and was employed in Winnipeg, New Westminster and Victoria, B. C. He now lives in Vancouver.

Another gentleman who was mayor for a short time was Gavin McClure. He is a native of Prince

Edward Island, and has been a resident of Carman since 1880. He is in the mercantile business in Carman, and has served longer as a member of the Council than any other man in Carman.

John R. Carthew was mayor for two years. He was county court clerk until his death in 1916.

Geo. B. Sills was mayor for one year and councillor for several terms. He left Carman and resided in Fort William for a time, and now is in business in Virden, Man.

Frank Bridge, H. E. Robison, Dr. Munn and L. Eby have all filled the mayor's chair, and as they are all still respected residents of the town, it is unnecessary to say anything more about them, as the reader will likely know all about them and their doings.

Early Settlers.

And now a few remarks about some of those men and women who, like thousands of others throughout the West, left their comfortable homes in the East and braved the dangers and trials of a new country in order to be better able to provide a future for themselves and their children.

The first white man to come and make a home on the Boyne, as stated before, was Samuel Kennedy. He, as the first settler, deserves a more extended account. He volunteered with Colonel Wolseley at the time of the first Riel rebellion, and made the arduous trip by the Dawson route with the troops under that officer. When the trouble in Fort Garry was settled, a number of the soldiers took up land on the prairie, and Kennedy located his claim on the banks of the Boyne. In official maps of that time this

stream was called "Riviere Aux Ill du Bois," meaning "River of the Island of Woods," which, by the way, correctly described the situation. But Kennedy preferred to have a name famous in his native Ireland, so he called it the "Boyne," which name has been accepted as correct ever since. He sent to Ontario for his family, and for many years was the best known man on the prairie. Although he could neither read nor write, he was better posted in history and kindred subjects than many who had the advantages of an education. Anything he heard once was never forgotten, and his retentive memory stood him in stead of an education. His shanty was on the main trail from Winnipeg to the Pembina Mountain and Dakota, and many a forlorn and tired traveller experienced the comfort of a good meal and a night's rest at the hands of Mr. and Mrs. Kennedy.

Another couple who lived on a branch of the main trail, and who shared with the Kennedys the name and honor of being kind and willing hosts to needy travellers, were Mr. and Mrs. James Campbell. Those good old people have now gone to their reward, but it is only right that their names should be affectionately remembered. We are not now called upon to cater to tired and hungry travellers, but we must not forget that at that time much discouragement and lonesomeness was alleviated by the kindly acts of those good people. I for one can testify to the truth of this, and gratefully take this opportunity to do so.

A few words about the real old-timers might not be uninteresting to those who remember them, or even to those who have not had the privilege of personally knowing them. I have mentioned the real old-timer Samuel Kennedy, and will say no more about him. But his sons, William and George, were

prominent residents of the Boyne in the early days, and when I arrived here in May, 1878, the Kennedy family were the largest growers of grain in the settlement, having among them over four hundred acres in crop, besides having good herds of cattle. Men in this position at that time were prepared to do a good business in seed grain and oxen and cows with the new-comers.

Kennedy's son-in-law, Joseph Johnston, also had quite a large crop, and had also rather better cattle than some of his neighbors. He moved away after some years to Alberta, and died there a short time ago.

Another early settler on the Boyne, and one who afterwards held the reeveship for years, was George Sexsmith. Coming from Ontario, near Napanee, in 1874, he settled on the Boyne, and until his death in 1912 was active in all public movements tending to the good of the community. His son resides on the old homestead, and appears to be closely following the good traits of his father. With Sexsmith came Alex. and Henry McCullough. They are both dead, but Mrs. Alex. McCullough and her children still hold an important position in the respect of the community.

W. G. Livingston came here from Elora, Ont., and attempted to make a home on the Boyne, but as told before he was forced to give up his farm. I think that Peter, Donald and James Campbell came to the West from Kent County, Ontario. Peter Campbell is now a resident of Carman, and I think that the land formerly held by him and Donald has passed into other hands.

John V. Graham also came with Sexsmith and the McCulloughs. He died at a comparatively early age,

and his family have all left the neighborhood. John and James Graham were also early settlers here. They are both dead, but their families are still with us.

Charles and Frank Stewart lived in Guelph, Ont., for a time, but came west at an early date. Charles is dead and Frank is living in Winnipeg. He was municipal clerk for a number of years and was also the first agent in Carman for the Massey-Harris Co.

Another man who lived on the Boyne when I first knew the place was Andrew Hall. I think he went back to Ontario, but am not sure. His farm is now owned and occupied by A. W. Badger.

Leaving the river and going to what was called "The Point," the first man we meet is Robert Took. When Richard Salter came to the Boyne in the fall of 1878 he and Took made a division of their properties. Salter had a good stock of cattle and horses, and Took had more land than he could work; so Salter got half of Took's land and gave in exchange half of his cattle. Those men are both gone to their rest, and Took's family are scattered, but one of Salter's sons, Samuel, is still a resident of the neighborhood.

Further along the Point was land owned by Angus McLennan, who then lived in St. Charles, but who came here in the fall of 1878.

Thomas Booth and his sons and son-in-law, W. C. Cowan, lived near the end of the Point. They came from the township of Maryboro in Ontario and settled here in 1877. There are none of their families here now. One of Booth's sons, Findlay, lost both hands and feet by frost, but instead of being thereby a burden to his friends, he was always as long as he lived able to make a living for himself. It was al-

most marvellous how he could perform tasks which men with both hands find difficult. Two brothers, Henry and Frank Morgan, were also early settlers along the Point. Frank is still living there. David Taylor had located his homestead in an oak bluff out on the prairie, east of the Boyne, and Andrew Madson had a similar situation. I think this exhausts all who were here at the time I first knew the place.

Along Tobacco Creek were a few settlers: Robert Squires, W. Currie, Geo. Lawson, John A. McCullough, Wm. McKenzie, R. H. Cole, Andrew and James Ridgell, and some others. There was also a small settlement around where the village of Miami now stands.

Those men and women were placed in a position where comforts and conveniences were almost entirely absent, but they bravely faced the task they had undertaken, and I can personally testify that they were all willing to assist and advise the new-comer, and I also know that the new-comer, generally, was greatly in need of help and advice. Perhaps sometimes, they were inclined to charge a pretty stiff price for a yoke of oxen or a load of seed wheat, but which of us can say that we would not have done the same if placed in the same situation.

First Things.

The first wedding which was celebrated on the Boyne was the marriage of Theodore Stanley and Adeline Denwick, a step-daughter of Ryer Olson. Rev. Dr. Bryce drove from Winnipeg to perform the ceremony.

I think the first funeral would be that of Mrs. John McCullough, but of this I would not be certain. Soon after the first settlers arrived, a malignant type

of fever attacked several families, and Mrs. McCollough and her daughter, and two children of Samuel Kennedy, Nelson and Olivia, died within a short time.

I would think that the first white child born here would be William George Kennedy, son of Mr. and Mrs. Wm. Kennedy.

The first threshing machine to operate in this district was a horse-power machine owned by Sam Stevenson of Miami. The first steam thresher was brought in by Charles Evans.

The first self-binder was owned by the Kennedy family. It was an immense affair, almost as large as a small church, and used wire as the binding material. As an illustration of the mischief that can be brought about by unrestrained curiosity, I might relate an occurrence in connection with this machine. One Sunday a number of young men were examining the mechanism and the knotter came in for special attention. As they could not understand how it operated, they decided to take it apart. This was quite easily done, but all the combined ingenuity and mechanical skill in the crowd was not equal to the task of putting it together again. This entailed a trip to Winnipeg to secure the services of an expert, and led to a loss of three or four days in harvest.

In writing of Charles Evans a few lines back I remembered that I omitted to mention that he carried the mail from Winnipeg to the Boyne, and on one of his trips, near where Starbuck now is, he was overtaken by a storm and had his feet so badly frozen that amputation was necessary. Evans was a remarkably clever and well educated man, but put his talents to poor use.

We also had our share of the tragedies of life, but not an unusual share. One murder was committed on the mountain, west of Miami, when an old man shot and killed his daughter-in-law. But he was proved to be insane and not responsible for his actions. Another serious crime was committed in the same locality, when a negro named Charles Wall was almost beaten to death by some person who had quarrelled with him. As the man charged with the offence was acquitted by the higher court, it may be supposed that the real criminal was never found.

I mentioned above the drowning of several men in the streams of the locality. In the winter of 1888 an epidemic of diphtheria broke out, and a number of children were carried off by that dread disease. One family, that of Wm. Leggo, lost three children in one week. But, on the whole, the place has been exceptionally free from crime and sickness, and we can point with pride to our record in this respect.

Of course the police courts have had a number of minor cases to deal with, but such are common to all communities and do not leave a very bad impression on the public mind. The most memorable of those cases was the time when Carman appeared to harbor a fire-bug. A number of buildings were burned, and appearances indicated that the fires were of incendiary origin. Two young men were suspected and placed on trial, but they were acquitted and the origin of the fires remain a mystery to this day.

Old-Timers of Carman.

A few words now about the early settlers in Carman. I have already referred to W. G. Livingston as being the first actual dweller in what is now Carman.

Livingston went from here to Glenboro, when that village was the end of track, and kept store there until the railway was extended beyond that point. He then farmed for some time near Stoney Mountain and in 1915 he died in Winnipeg.

W. H. Clandenning came to the Boyne in 1879 from Walkerton, Ont. He had before this been engaged in mining in the Black Hills in Dakota and at other places in the States. When he arrived with the machinery for the mills he unloaded it in Carman, but afterwards moved a half mile west and erected his mills there. I remember clearly the day that the frame of the flour mill was put up. We had a regular old-fashioned raising, with two captains, Chris Hill and myself, choosing sides, and a keen contest at the rafters. Clandenning also farmed quite extensively, and his mills did a good business for some years. He is now dead and his family is still living in Carman and vicinity.

R. P. Roblin came to Carman in 1879, and in company with his brother-in-law, M. E. DeMill built a small store on Villard Avenue. He, as Sir Rodmond Roblin, is so well known to everyone in Manitoba that it is unnecessary to say anything about his very successful career. He is now living in Winnipeg, and Mr. DeMill is still a respected resident of Carman.

Thomas B. Meikle came in 1880, and in company with a man named Dixon built a small hardware store just south of where J. Watson's book store now stands. Dixon only remained a few months, and Mr. Meikle moved further south and built a large store and branched out into general merchandise. For many years he did business in Carman, and bore a reputation for honesty and business ability which

was well deserved. He, like so many of our old friends, is gone to his reward, and his widow and family are still residents of Carman.

W. J. Hemenway came to Carman from Pakenham, Ont., in 1882. He soon bought the Roblin store, and for many years was the leading merchant in the town. During his time in Carman he occupied several sites, but was always able to maintain his establishment in the front ranks. His death at an early age removed a good citizen and an excellent neighbor. He had six sons, five of whom took part in the Great War, and with his son-in-law, Dr. W. Clark, who also was at the front, made a family record which would be hard to equal.

Dr. H. C. Cunningham, another old-time resident of Carman, and one who is still a prominent figure in the life of the town, came here from Kingston in I think, 1884. He quickly established a good practice, and was known far and wide as a most capable and trustworthy physician. He is one of the best known practitioners in Manitoba, and in his home town and county is looked upon as the best source of help in time of serious illness. A number of young doctors have been taken into partnership with him at different times and have thereby secured a training which has helped to establish them in life.

James Bruce came to Carman in 1884 as representative of the firm of Alex. Macdonald & Co., of Winnipeg. He managed a store here for a number of years, and also held the office of postmaster from 1885 to 1896. He was recognized as a good business man and a useful citizen, and his removal from town was a distinct loss to the business community. He is now in business in Alberta.

John H. Haverson is another long time resident of Carman, having arrived in 1882, and is still one of our foremost citizens. His was the first law business in town, and he continued to conduct a large practice until 1918, when he was appointed District Registrar in the Carman Land Titles Office. He always took an active part in the affairs of the town, having filled the mayor's chair for seven terms. He was also chairman of the School Board for eighteen years.

William Badger came to Carman in 1883 and conducted a store in the south end, and was also the first postmaster of Carman. He returned to Ontario for a time, but came back to Carman and remained here some years, afterwards moving to Minnedosa, where he remained until his death. One son, Aaron, is a prominent farmer in Dufferin, and another son is a representative in the Saskatchewan Legislature.

P. A. Gratton and J. A. Decosse, two French Canadians, were early on the scene, having started a store here in 1880. They only remained here a few years. Gratton went to California and Decosse commenced business at Somerset, Man., and was there for a number of years. His death in 1914 was greatly regretted by all who knew him.

Hercules Houde, a Frenchman who had kept the Selkirk Hotel in Winnipeg until it was destroyed by fire, came to Carman in 1880, and in company with Herbert Iuman started a liquor store, but it only lasted a few months, and Houde ended his days on a farm near Miami.

Another old-timer who deserves a more lengthened notice than I can afford space for, is Christopher Hill. He did not live in town till later years, but was well

and favorably known while on the farm. He came to the Boyne in the summer of 1878, and for a number of years farmed east of town, but moved to Carman in 1894 and embarked in the grocery business in partnership with his brother-in-law, Price Mallory. Their store was burned, and afterwards Hill lived a retired life until his death in 1912. I had very intimate relations with him in various ways, and can cheerfully bear testimony to his sterling integrity and honesty. He really had fewer faults than any man I ever knew. Kind and charitable almost to a fault he was the friend of any who needed assistance. His name will be held in affectionate remembrance by all who really knew him.

Jas. W. Dunn came to Carman in 1879 and engaged in the harness trade and also kept a boarding house. The next year he moved to a farm, south of town, and remained there until 1900, when he retired and took up his residence in Carman. He served as councillor on both the Village and Town Councils, and was a member of the latter body at the time of his death in 1907. He was also at one time a member of the School Board, and was always an office-bearer and supporter of the Methodist Church.

Francis Warne came to Carman from Eramosa, Ont., in 1880 or '81. He lived in town, but operated a farm a few miles south. He had two sons and two daughters. His eldest son, Francis W., entered the ministry of the Episcopal Methodist Church, and was in charge of that body in Carman at one time. He is now Bishop of Calcutta. The other son resides in Vancouver, and I think that both the daughters are dead.

James F. White came to the Boyne in 1878 and started the first blacksmith shop. A year or two

afterwards he, in company with Jas. McKenzie and Robert Pirt, purchased the sawmill of Dan L. Clink. As stated before, this was a very poor outfit, and White and his partners soon got out of it, and he continued to work in his shop. He afterwards went to the Klondyke, and when that venture began to decline he settled in Vancouver, where he now resides. He has served several times as an alderman of that city.

As said before, Dufferin has managed its affairs in such a business manner that until the last few years they have never incurred any indebtedness that could not be paid by the current year's levy. Lately the municipality issued debentures for the purpose of entering into a scheme of good roads. The amount of the present indebtedness for this purpose is \$112,290.00. Carman, in proportion to its wealth and population, is carrying a greater load than the rural municipality. The debenture debt of the town at present is as follows: Waterworks, \$32,687.50; electric light, \$15,460.50; Memorial Hall, \$22,836.39—a total of \$70,984.39. This is a large load to carry on a comparatively small assessment, but it is gradually being reduced, and will likely be entirely wiped out in the course of a few more years.

I do not know what arrangement the town has with the Government in regard to the hydro-electric services, but I understand that there is a 24-hour service which is more than the old system gave, as the power was always shut off in time of daylight, and even during the early hours after midnight. The charges for light and power are also considerably less than under the old plan. Of course all those modern conveniences add greatly to the cost of living, but not more in Carman than in other places of like size and condition. Taxes are high, but it is evident that

the taxes levied are not more than the citizens can bear, as is proved by the very small list of properties which are included in the annual tax sales. Dufferin taxpayers also keep up their reputation in that line as only a dozen or so parcels each year are offered at the tax sale. Contrast this with some rural municipalities in British Columbia of about the same size as Dufferin. Their tax sale advertisement will often occupy at least three pages of a daily newspaper.

Carman, in common with nearly all small towns in Canada, has not increased in population as rapidly as is desirable. The first decade or two the town increased in business and population in a very satisfactory manner. After attaining to a population of between 1,500 and 1,600 in or about the commencement of the century, it appeared to have reached its limit, and has varied very little since. The population of the town, according to the Dominion census of 1921, is 1,585, which represents an increase in ten years of only about 30 or 40. This seems to be the condition of affairs in all small Canadian and American towns. The larger cities having more attractive possibilities are able to draw to themselves all the new immigrants, and even the residents of the smaller urban and rural communities have lent themselves to the upbuilding of the large towns. A great many farmers and business men in country villages on retiring from active life take up their residence in the city. Even those who remain in the country, by doing the greater part of their buying from the large departmental stores, thereby help to aggravate the handicap under which their home town operates in competition with the city. While people cannot be blamed for trying to buy in the cheapest market. Still it is open to grave doubts whether the home merchant is not really the best one to patronize in the end, as he could do much better for his customers

if he secured all their trade. And he very often is willing to carry over an account till fall, or even longer, an accommodation which never is granted by the departmental stores.

The population of the municipality of Dufferin is 2,774. As I have no record of former enumerations, I cannot say whether this is a satisfactory increase or otherwise. However, let us hope that Carman and Dufferin may soon start on the way to a large increase of population and wealth which their excellent opportunities would justify them in looking forward to.

The Great War

When the call went forth for men to volunteer in defence of civilization against the aggression of Germany, the manhood of Dufferin and Carman made a noble response. The first contingent to leave Carman for the front was composed of about thirty young men, under the command of Major Piggott of Morden. To show the general interest which was taken in the affair it might be well to remember that the citizens of Carman secured a special train, and on the Sunday that the boys left Winnipeg, practically the whole of the residents of the town and a great number from the country made the trip to the city to bid the boys a loving farewell.

As the war progressed, it was evident that more men were required, and Col. Lightfoot, of the 222nd Battalion opened a barracks in Carman and trained all one winter. This took practically all the single men in the neighborhood besides a considerable number of married men.

Some families gave all their available men and boys. I know of one instance, the Hemenway family,

which furnished no less than five brothers. Several others gave two, three and four young men. One family, that of the late George Sexsmith, had three sons who made the supreme sacrifice on Flanders fields. In all, over eighty men and boys from Carman and the surrounding country laid down their lives on the field of battle or in German prisons. The names of those who thus gave up life in defence of Country is taken from the Memorial Tablet in the Memorial Hall in Carman and was furnished to me by Mr. A. Malcolmson.

1914-1919

In honor and loving memory of fallen heroes of Carman and Dufferin District.

H. C. Ager, R. Armson, W. J. Ball, H. Beaudry, E. Bertram, L. Bond, R. J. Boyd, T. Boyd, D. Campbell, H. R. Campbell, H. Cochran, J. Cole, T. Colvin, A. Cook, G. Cooper, G. Cutting, T. W. Douglas, E. Eby, A. J. Edwards, H. H. Fraser, F. Furrie, D. Galbraith, W. Garnett, R. Gilchrist, G. Gilliland, F. Gray, C. E. Green, R. J. Hansley, J. B. Haverson, R. Horner, W. C. Howard, H. Huston, W. Huston, L. R. Green, D. Hutchison, D. Hutton, S. Hunter, H. Johnston, N. Johnston, R. J. Jones, C. Jost, G. Kinneear, W. Land, A. Laughlin, A. E. Longmore, R. W. Longmore, H. Mann, F. Mazur, E. H. McGill, C. Millar, A. Morrison, C. Moyle, A. McCaig, J. McGill, J. W. M. McGill, S. McGill, H. A. McHarg, R. McKay, J. Ouillette, J. Paul, E. Payette, F. E. Perry, J. Potter, T. Ritchie, R. W. Robinson, D. Saunders, C. Sexsmith, F. H. Sexsmith, W. Sexsmith, W. J. Smallwood, H. Smiley, G. E. Soane, E. E. Staples, D. Stewart, W. Stewart, C. Stott, G. Swain, E. Vollett, J. B. Werseen, P. H. Wheeler, D. Wilson, D. G. Wilson, J. Whittacker.

Greater love hath no man than this that a man lay down his life for his friends.

In addition, there were hundreds of men who went to the war from here, but were fortunate enough to be able to return. But even some of the returned men are sadly handicapped in life, the result of injuries received at the front.

The Memorial Hall

After the close of the Great War it was felt that some permanent memorial to those who had so gallantly given their lives in the defence of their country, should be erected, the only difference of opinion being in what form this idea should be carried out. After some discussion, the Municipality of Dufferin and the Town of Carman came to an agreement to build a Memorial Hall in town. This idea has been carried into effect and a beautiful building has been erected by the two bodies. This building is used by both councils for offices and for council meetings. It also contains other features which makes it a very useful and popular place for different purposes. As I have never been in Carman since the hall was built, I am unable to give a description of it, but I am assured that it is in every way a credit to the designers and builders.

The total cost of the site and building was \$70,176 16, which was apportioned thus, Carman \$29,548.00, Dufferin \$40,628.16. Carman's share was raised by debentures, and Dufferin's by a special levy for four years. I understand that it is now paid for.

The hall was furnished by various societies, by money raised by concerts, subscriptions, etc.

The Torch-bearers' Club furnished two pianos.

Ca man So'diers' Benefit Society, seats for auditorium.

Carman High School, stage scenery.

Imperial Daughters of the Empire furnished the Memorial room.

Homewood Soldiers' Benefit Society, Tobacco Creek Soldiers' Benefit Society, Order of Eastern Star, and the Rebecca Order furnished the kitchen with stove and crockery.

There were also donations from Carmen Chataqua, Great War Veterans, War Memorial Fund Committee, Presbyterian Choir, Lavenham School and others.

When writing of our record in the Great War, it recurs to my memory that this was not the only occasion on which some of our citizens had taken part in the defence of the country. At the time of the Fenian Raid in 1866 a number of the men who afterwards came to the Boyne, were members of the Volunteer forces, which helped to repel the invaders of Ontario. Among those were Christopher Hill, George Clark, Joseph Johnston, William Hutchison, John P. Garrett and some others, whose names I do not now recall.

Then in 1870-71, at the time of the first Reil rebellion, Samuel Kennedy and William C. Cowan were members of the force under Col. Wolesley, which came to Fort Garry by the Dawson Route. And in 1885, when Riel again caused trouble in Saskatchewan, Albert Doyle and Robert Doyle seen service at the front

with the 90th Regiment of Winnipeg. R. G. McBeth and R. G. Hopper were officers with General Strange in the same war, and James Brown was in the transportation service under General Middleton. None of those men were residents of Carman at the times mentioned, but all afterwards were numbered among our most respected citizens.

At the time of the second Rebellion some anxiety was felt in regard to our French half-breed neighbors in the "Poplars" but none of them gave any trouble. It was reported that one man from there, Ambrose Jobin, did join Riel, and lost his life at Batoche, but I do not vouch for the truth of the rumor.

A few miles west of Carman, at Indian Springs, near Swan Lake, was an Indian Reserve, with a number of Indians under a chief named Yellow Quill. Riel emissaries visited them on several occasions, but Yellow Quill had good sense enough to discourage any tendency among his men to go on the war path, and they remained quietly at home.

Having now recounted the early history of the Boyne and made a few remarks on present conditions in Carman and Dufferin, it only remains to give a few impressions which may be drawn from the story of those places.

I have been over the greater part of Canada, west of the Ottawa River, have lived a number of years in Ontario and Manitoba and British Columbia, and have seen the principal parts of Saskatchewan and Alberta. The result of my observations is, that I am fully convinced that the brightest jewel in the whole chain is the Province of Manitoba, and no part

of Manitoba exceeds the Municipality of Dufferin. For a man of limited means there is good land to be had for homesteading, where he may in a few years, with industry and economy, make himself a good comfortable home. Nor will he be handicapped, as the early pioneers were, with distance from market and other drawbacks which they had to overcome. When I settled on the Boyne the nearest railway station was at Fishers Landing in Minnesota, about 300 miles distant and others who arrived later were even more inconveniently situated in that respect.

For those who leave the prairies of Manitoba for the purpose of bettering their condition, I have only sympathy for them in their futile efforts. Time will prove that if other provinces prosper, and we wish them all success, Manitoba will always maintain her present proud position, as the most desirable home, not only for the farmer, but for all classes, rich and poor alike. There may be some who prefer the milder climate of the Coast, or whose hearts may turn lovingly towards the old home in the East, but Manitoba will always hold an affectionate place in the heart of anyone who had the privilege of enjoying her beautiful bright summers and her bracing winters.

In looking back over those bygone years, one feels that while all old times were not "Good old times," still they deserved the title of "good" fully as well as present times do. The social life of the people was very different to what prevails at the present time, where all were on the same footing, there were none of the petty jealousies and rivalries which mar the conditions of modern life; although comforts and conveniences were to a great extent out of their reach, and although their houses and stables were generally built of logs and roofed with thatch, still with light

hearts and clear consciences they were able to pass the time in a pleasant and sociable manner. I have enjoyed as good meals and as comfortable sleep under a thatched roof as I ever experienced in any of our modern mansions.

In writing of those old-time houses, it has just occurred to memory that the first frame house built in our neighborhood was erected by David Pritchard on Section Six, Township Six, Range Four, and the next in order of time was Chris. Hill's cottage on Section Thirty-four, in the same township.

While we may not be able to equal the virtues of those old-time heroes and heroines, let us so live, that when we leave those scenes, our successors may accord us a measure of the affection and esteem which we so heartily give to our predecessors.

I have now about finished the story of Dufferin and Carmon, which I undertook from a desire to place before, not only the remaining old timers, but also the present generation, a record of past events, which were in danger of being consigned to oblivion. I wish to explain, that with the exception of a few statistics which were kindly furnished me by Mr. Kirby and Mr. Malcolmson, the whole of the preceeding pages were written entirely from memory. I am living at too great a distance from Carman to be able to have access to official records, so I ask my readers to kindly excuse any mistakes they may detect in the story. I may be in error as to dates in some instances, but outside of a few mistakes in that respect the record will be found to be fairly accurate. I have been absent from Carman for a number of years, and therefore not as well posted in recent events as in occurrences of

early days. On this account, it has been necessary to make my remarks on present conditions rather short. But this can be overlooked, as the present residents of those parts are better able to judge of present conditions than one who has been removed from the scene for so long.

Except in a few instances I have not written very fully of any of the present residents, as it might have appeared to be too personal. Notwithstanding this omission, I firmly believe that the present generation is in no way inferior to the early pioneers, but fortunately for them, they have not been called upon to prove their qualities of hardihood and stamina, which their predecessors proved they were possessed of.

Trusting that this record may be of interest to the readers and give them as much pleasure in perusing as I have experienced in writing it, I will now close my story wishing Carman and Dufferin a continuance of their present prosperity, and even more if that is possible.

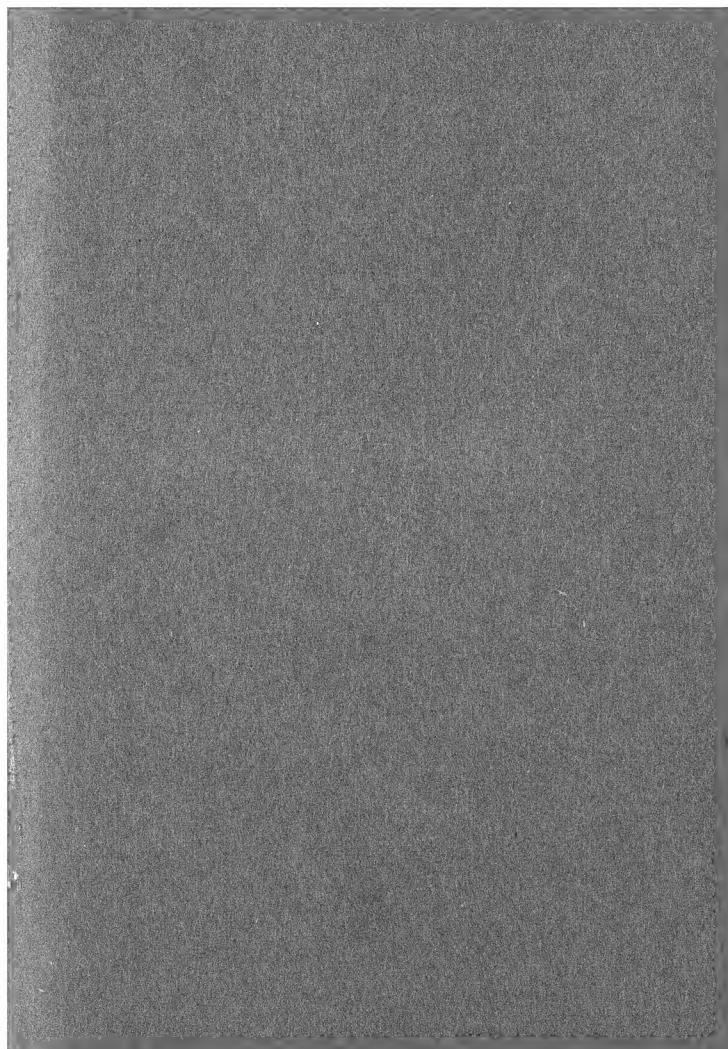
Although one of the few remaining early settlers on the Boyne, I have, as far as possible, refrained from writing about myself, except insofar as necessary in recounting lists of officials, etc. If, however, any one should think that I have brought myself too prominently to the front, I will have to offer the excuse that I was best acquainted with my own doings and therefore, perhaps, spoke more fully of them than necessary.

I have undertaken the writing of those pages for two reasons: First, because it is a pleasure to me to think and talk about my old home and associates

on the Boyne; and second, to help to usefully pass the time, when prevented by ill health from undertaking other employment.

Trusting that the friends in Carman and Dufferin may retain as kindly feelings toward me and mine as I do for each and every one of them, I will consider that I have finished this record, and, imperfect as it may be, it has been a pleasure to me to write it, and hope it may be the same to those who read it.





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